

Amendments to the Specification:

Please add the paragraphs after paragraph 5 on page 4, with the following newly inserted paragraphs:

-- Fig. 8 is a side elevational view of a supporting structure of the storage rack of the present invention, the supporting structure be supported on a mounting structure of the vehicle.

Fig. 9 is an exploded, perspective view of another embodiment of a bracket assembly of the storage rack of the present invention.--

Amendments to the Specification:

Please replace the second paragraph of page 11 with the following rewritten paragraph:

As shown in Fig. 2, the flanges 60 and 62 are superimposed on top of the clamp members 73a and 73b. The clamp members 73a and 73b serve to engage the mounting structure 12 to help prevent inadvertent movement of the bracket assembly 26. A threaded opening 75a and 75b (the threaded opening 75a being shown in Fig. 8) is created in each of the flanges 60 and 62 so as to allow an adjustment member 74a and 74b to be passed through the threaded opening 75a and 75b so as engage the clamp members 73a and 73b to create a clamp effect 76 (shown by way of arrows 76 in Fig. 8) in order to lock the bracket assembly 26 to the mounting structure 12 without any holes or modifications being made to the mounting structure 12. In a preferred

embodiment, the adjustment members 74a and 74b may be bolts, however, any kind of device may be used that engages the clamp member 73 to create the clamp effect 76 indicated by the arrows 76.

Please replace the second paragraph of page 12 with the following rewritten paragraph:

The bracket assembly 26 is also provided with a first adjustment assembly 76 77 (Fig. 8) and a second adjustment assembly (not shown). The first adjustment assembly 76 77 is associated with the flange 60, and/or the flange 66 so as to permit a user to control the relative distance between the flanges 60 and 66. In this regard, the combination of the flange 60, the flange 66 and the first adjustment assembly 76 cooperate to form a clamp for clamping the load supporting structure 24 to the mounting structure 12 of the vehicle 14. The flange 60, and/or the flange 66, and/or the first adjustment assembly 76 77 are connected to the second bracket 44 of the platform 40. In one preferred embodiment, the flange 60 is connected to the second leg 48 of the second bracket 44. The flange 60 can be connected to the second leg 48 via any suitable manner, such as welding, or one or more bolts and nuts, or combinations thereof.

Please replace the second paragraph of page 13 with the following rewritten

paragraph:

The construction of the first adjustment assembly 76 77, and the second adjustment assembly are similar. Therefore, only the first adjustment assembly 76 will be described hereinafter with reference to Fig. 8. In a preferred embodiment depicted in Fig. 8, the first adjustment assembly 76 77 is provided with a first adjustment member 80, and preferably a second adjustment member 82 which are spatially disposed a distance apart from each other. Each of the adjustment members 80 and 82 serve to connect the flange 66 to the first leg of the second bracket 44 by passing each of the adjustment members 80 and 82 through threaded openings 84a and 84b respectively. The flange 66 is then fastened to the first leg of the first bracket 44 by tightening each of the adjustment members 80 and 82. By tightening each of the adjustment members 80 and 82, a force is created pulling down on the flange 60. This force creates a clamping effect indicated by the arrows 83 between the flanges 60 and 64 thereby locking the bracket assembly 26 to the mounting structure 12 without drilling holes into the vehicle 14 or making any other modifications to the vehicle 14.

Amendments to the Drawings:

The attached sheet of drawings includes changes to Fig. 8. This sheet, which includes Fig. 7-8, replaces the original sheet including Fig. 7-8.

Attachment: Replacement Sheet

 Annotated Sheet Showing Changes